Appendix 5: Response data from the public consultation survey: Section 1 – Highways and Traffic changes.

| Chart/Table Number | Chart /table name |
|--------------------|----------------------------------------------------------------------------------------------------------------------|
| | All responses – degrees of support or opposition by mode of transport TO the City |
| Table A: | Threadneedle Street: |
| Table B | Queen Victoria Street: |
| Table C | Princes Street: |
| Table D | Remaining arms: |
| | Degree of support or opposition by modes of travel WITHIN the City |
| Table E | Threadneedle Street: |
| Table F | Queen Victoria Street: |
| Table G | Princes Street: |
| Table H | Remaining arms: |
| Table I | Top five themes commented upon in each of the four areas - all responses |
| Table 1 | Top tive themses commented upon in sacing the feat areas. All respondes |
| Table J | Top five themes for each of the four areas without the taxi and Private Hire vehicle driver and passenger responses. |
| | |

| | The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on: |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chart A | Overall support |
| Chart B | Threadneedle Street |
| Chart C | Queen Victoria Street |
| Chart D | Princes Street |
| Chart E | The Remaining arms. |
| | |
| Table K | Outline description of what each theme contains that the comments were grouped into. |
| Table L | Comments received across Section 1 of the survey, grouped by theme for each street (all Responses) |
| Table M | Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses. |

The following tables show the degrees of support for each area in section 1 broken down by the primary mode used TO the City. The Base number of all responses is 3,574.

Table A:
Threadneedle Street: All responses – degrees of support or opposition by mode of transport <u>TO</u> the City (Base number 3574)

| modanocale otroct. 7 | | 3011000 | acgioco o | . capport | y, opp | 00111011 | ~ , | ao or train | <u> </u> | | <u> </u> | acc man | 1001 001 1 |
|------------------------------------------------------------|------|---------|-------------|-----------|--------|----------|-------|-------------|----------|-------|----------|---------|------------|
| | | Taxi or | | Taxi or | | | | | | | | | |
| | | private | | private | | | | | | | | | |
| | | hire | | hire | | | | | | N/A | | | |
| Support by Mode of | | vehicle | Rail or | vehicle | | | | | | or | | | |
| Travel to City | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | other | River | Blank | TOTAL |
| Strongly Support | 125 | 4 | 288 | 4 | 39 | 6 | 589 | 1 | 0 | 5 | 1 | 15 | 1077 |
| Support | 17 | 3 | 58 | 2 | 6 | 3 | 19 | 2 | 0 | 2 | 1 | 1 | 114 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 4 | 7 | 3 | 8 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 27 |
| Oppose | 13 | 69 | 30 | 51 | 6 | 11 | 0 | 3 | 1 | 3 | 0 | 6 | 193 |
| Strongly Oppose | 64 | 829 | 143 | 767 | 58 | 65 | 20 | 36 | 18 | 75 | 1 | 29 | 2105 |
| | | | | | | | | | | | | | |
| Total | 223 | 912 | 522 | 832 | 111 | 86 | 628 | 44 | 19 | 85 | 3 | 51 | 3516 |
| * 58 people did not answer the support/opposition question | | | | | | | | | | | | | 3,574 |

Table B

Queen Victoria Street: All responses – degrees of support or opposition by mode of transport TO the City

| | | Taxi or private hire | J. | Taxi or private hire | | | | 111000 01 11 | | | | | |
|--------------------------|---------|----------------------|------------------|----------------------------|-----|-----|-------|--------------|-----|--------|-------|-------|-------|
| Support by Mode of | | vehicle | Rail or | vehicle | | | | | | N/A or | | | |
| Travel to City | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | other | River | Blank | TOTAL |
| Strongly Support | 114 | 5 | 255 | 4 | 31 | 6 | 552 | 1 | 0 | 5 | 1 | 13 | 987 |
| Support | 23 | 5 | 69 | 3 | 10 | 3 | 40 | 2 | 0 | 0 | 0 | 2 | 157 |
| Neutral - I have no view | | | | | | | | | | | | | 1 |
| either way | 10 | 8 | 20 | 4 | 3 | 3 | 11 | 3 | 3 | 2 | 0 | 1 | 68 |
| Oppose | 12 | 54 | 30 | 50 | 8 | 6 | 6 | 1 | 0 | 3 | 1 | 5 | 176 |
| Strongly Oppose | 68 | 849 | 148 | 770 | 59 | 67 | 20 | 37 | 16 | 74 | 1 | 29 | 2138 |
| | | | | | | | | | | | | | 1 |
| Total | 227 | 921 | 522 | 831 | 111 | 85 | 629 | 44 | 19 | 84 | 3 | 50 | 3526 |
| *48 people did not a | nswer t | he suppor | t/opposition que | estion | _ | | | _ | | | | | 3574 |

Table C
Princes Street: All responses – degrees of support or opposition by mode of transport <u>TO</u> the City

| T THIOCS OLICCL. All TC. | <u> </u> | 00 40 | gices of sup | , po. t o. op | Poorti | • ~ , | 111040 | or transpo | <u> </u> | tilo Oity | | | |
|--------------------------|-----------------------------------------------------------|------------------|--------------|--------------------------|--------|------------------|--------|------------|----------|-----------|-------|-------|-------|
| | | Taxi or private | | Taxi or private | | | | | | | | | |
| | | hire | | hire | | | | | | | | | |
| Support by Mode of | | vehicle | Rail or | vehicle | | | | | | N/A or | | | |
| Travel to City | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | other | River | Blank | TOTAL |
| Strongly Support | 103 | 4 | 242 | 3 | 36 | 8 | 490 | 2 | 0 | 5 | 1 | 12 | 906 |
| Support | 37 | 6 | 82 | 7 | 4 | 2 | 81 | 1 | 0 | 0 | 0 | 5 | 225 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 8 | 17 | 27 | 10 | 4 | 4 | 19 | 0 | 1 | 1 | 0 | 2 | 93 |
| Oppose | 13 | 45 | 30 | 47 | 10 | 5 | 17 | 2 | 0 | 5 | 0 | 5 | 179 |
| Strongly Oppose | 66 | 848 | 143 | 767 | 56 | 70 | 16 | 39 | 18 | 74 | 2 | 25 | 2124 |
| | | | | | | | | | | | | | |
| Total | 227 | 920 | 524 | 834 | 110 | 89 | 623 | 44 | 19 | 85 | 3 | 49 | 3527 |
| *47 people did not a | *47 people did not answer the support/opposition question | | | | | | | | | · | | | 3574 |

Table D

Remaining arms: All responses – degrees of support or opposition by mode of transport <u>TO</u> the City

| Support by Mode of Travel to City | Walk | Taxi or private hire vehicle driver | Rail or underground | Taxi or private hire vehicle passenger | Bus | Car | Cycle | Motorcycle | Van | N/A or other | River | Blank | TOTAL |
|-------------------------------------|------|-------------------------------------|------------------------|----------------------------------------------------|-----|-----|-------|------------|-----|--------------------|-------|-------|-------|
| Strongly Support | 103 | 6 | 225 | 5 | 30 | 7 | 468 | 0 | 0 | 4 | 0 | 12 | 860 |
| Support | 33 | 4 | 91 | 6 | 14 | 2 | 100 | 3 | 1 | 2 | 1 | 2 | 259 |
| Neutral - I have no view either way | 5 | 7 | 34 | 9 | 4 | 3 | 32 | 1 | 1 | 1 | 0 | 1 | 98 |
| Oppose | 14 | 35 | 36 | 46 | 7 | 8 | 8 | 3 | 0 | 3 | 0 | 2 | 162 |
| Strongly Oppose | 66 | 863 | 133 | 765 | 55 | 69 | 16 | 38 | 17 | 76 | 2 | 29 | 2129 |
| | | | | | | | | | | | | | |
| Total | 221 | 915 | 519 | 831 | 110 | 89 | 624 | 45 | 19 | 86 | 3 | 46 | 3508 |
| | | | | | | | | | | | | | |

^{*66} people did not answer the support/opposition question

3574

The following tables show the breakdown of support/opposition for each of the areas in Section 1 with the taxi/private hire driver and passenger responses removed, broken down by the choice of modal travel once WITHIN the City. Respondents could choose multiple modes therefore it will not add up to the base number of 1779 respondents.

Table E
Threadneedle Street: Degree of support or opposition by modes of travel WITHIN the City

| | | Taxi or | | Taxi or | | | | | | | | | |
|--------------------------|------|---------|-------------|-----------|-----|-----|-------|------------|-----|------------|-------|-------|-------|
| Support by Mode of | | private | | private | | | | | | | | | |
| Travel within City (No | | hire | | hire | | | | | | Not | | | |
| taxi transport as mode | | vehicle | Rail or | vehicle | | | | | | applicable | | | |
| into City) | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | / other | River | blank | TOTAL |
| Strongly Support | 853 | 8 | 187 | 40 | 152 | 10 | 469 | 0 | 0 | 5 | 10 | 12 | 1746 |
| Support | 94 | 3 | 16 | 13 | 19 | 2 | 20 | 2 | 0 | 0 | 3 | 3 | 175 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 11 | 0 | 3 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| Oppose | 36 | 17 | 17 | 23 | 17 | 8 | 2 | 2 | 3 | 2 | 1 | 6 | 134 |
| Strongly Oppose | 204 | 86 | 77 | 168 | 85 | 70 | 26 | 33 | 21 | 36 | 9 | 29 | 844 |

Table F
Queen Victoria Street: Degree of support or opposition by modes of travel WITHIN the City

| | | Taxi or | | Taxi or | | | | | | | | | |
|--------------------------|------|---------|-------------|-----------|-----|-----|-------|------------|-----|------------|-------|-------|-------|
| Support by Mode of | | private | | private | | | | | | | | | |
| Travel within City (No | | hire | | hire | | | | | | Not | | | |
| taxi transport as mode | | vehicle | Rail or | vehicle | | | | | | applicable | | | |
| into City) | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | / other | River | blank | TOTAL |
| Strongly Support | 777 | 8 | 167 | 38 | 138 | 9 | 438 | 1 | 0 | 5 | 9 | 10 | 1600 |
| Support | 130 | 2 | 27 | 9 | 24 | 3 | 34 | 0 | 0 | 1 | 1 | 5 | 236 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 41 | 3 | 10 | 7 | 11 | 0 | 13 | 3 | 3 | 1 | 3 | 1 | 96 |
| Oppose | 42 | 13 | 16 | 18 | 17 | 6 | 9 | 2 | 1 | 1 | 2 | 5 | 132 |
| Strongly Oppose | 210 | 88 | 86 | 176 | 94 | 74 | 27 | 31 | 20 | 34 | 8 | 29 | 877 |

Table G
Princes Street: Degree of support or opposition by modes of <u>travel WITHIN</u> the City

| | | Taxi or private hire | | Taxi or private hire | | | | | | Not | | | |
|--------------------------|------|----------------------|-------------|----------------------|-----|-----|-------|------------|-----|------------|-------|-------|-------|
| Support by Mode of | | vehicle | Rail or | vehicle | | | | | | applicable | | | |
| Travel within City | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | / other | River | blank | TOTAL |
| Strongly Support | 712 | 10 | 157 | 35 | 129 | 9 | 393 | 1 | 0 | 3 | 9 | 11 | 1469 |
| Support | 179 | 5 | 37 | 11 | 41 | 1 | 69 | 0 | 0 | 2 | 2 | 5 | 352 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 47 | 1 | 16 | 9 | 16 | 4 | 15 | 2 | 1 | 1 | 2 | 1 | 115 |
| Oppose | 55 | 10 | 16 | 20 | 14 | 8 | 15 | 2 | 1 | 1 | 2 | 4 | 148 |
| Strongly Oppose | 206 | 89 | 79 | 174 | 86 | 71 | 26 | 32 | 22 | 34 | 8 | 27 | 854 |

Table H
Remaining arms: Degree of support or opposition by modes of <u>travel WITHIN</u> the City

| | | Taxi or private hire | | Taxi or private hire | | | | | | Not | | | |
|--------------------------|------|----------------------|-------------|----------------------|-----|-----|-------|------------|-----|------------|-------|-------|-------|
| Support by Mode of | | vehicle | Rail or | vehicle | | | | | | applicable | | | |
| Travel within City | Walk | driver | underground | passenger | Bus | Car | Cycle | Motorcycle | Van | / other | River | Blank | TOTAL |
| Strongly Support | 674 | 9 | 142 | 38 | 126 | 9 | 369 | 0 | 0 | 4 | 10 | 9 | 1390 |
| Support | 206 | 4 | 47 | 12 | 42 | 2 | 81 | 1 | 2 | 4 | 1 | 6 | 408 |
| Neutral - I have no view | | | | | | | | | | | | | |
| either way | 56 | 1 | 17 | 4 | 15 | 6 | 27 | 1 | 1 | 1 | 1 | 1 | 131 |
| Oppose | 48 | 15 | 13 | 13 | 16 | 10 | 7 | 3 | 1 | 0 | 3 | 3 | 132 |
| Strongly Oppose | 201 | 86 | 81 | 181 | 82 | 66 | 31 | 32 | 20 | 34 | 8 | 29 | 851 |

Table I: Top five themes commented upon in each of the four areas - all responses

| | Theme | Number of responses |
|-----------------------|-------------------------------|---------------------|
| | Accessibility (licensed taxi) | 618 |
| | Accessibility (disability) | 430 |
| Threadneedle street | Congestion | 311 |
| | Navigation | 227 |
| | Public realm | 201 |
| | | |
| | Accessibility (licensed taxi) | 535 |
| | Accessibility (disability) | 434 |
| Queen Victoria Street | Congestion | 257 |
| | Navigation | 183 |
| | Accessibility | 171 |
| | | |
| | Accessibility (licensed taxi) | 761 |
| | Accessibility (disability) | 332 |
| Princes Street | Congestion | 216 |
| | Public realm | 171 |
| | Navigation | 137 |
| | | |
| | Accessibility (licensed taxi) | 896 |
| | Accessibility (disability) | 359 |
| Remaining arms | Restriction timings | 250 |
| | Congestion | 143 |
| | Accessibility | 136 |

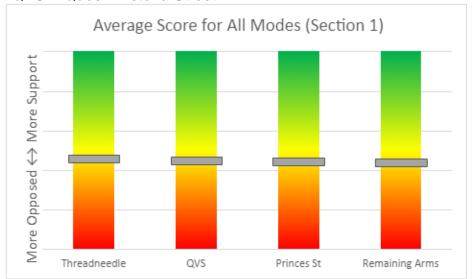
Table J: Top five themes for each of the four areas without the taxi and private hire driver and passenger mode response.

| | Theme | Number of responses |
|-----------------------|-------------------------------|---------------------|
| | Public realm | 155 |
| | Safety | 122 |
| Threadneedle street | Accessibility (licensed taxi) | 112 |
| Timodano di odi | Congestion | 99 |
| | Public realm design change | 77 |
| | | |
| | Accessibility (licensed taxi) | 92 |
| | Congestion | 81 |
| Queen Victoria Street | Public realm | 80 |
| | Accessibility (disability) | 71 |
| | Accessibility | 64 |
| | | |
| | Accessibility (licensed taxi) | 119 |
| | Public realm | 104 |
| Princes Street | Congestion | 84 |
| | Safety | 80 |
| | Traffic flow design change | 60 |
| | | |
| | Restriction timings | 244 |
| | Accessibility (licensed taxi) | 167 |
| Remaining arms | Public realm | 104 |
| | Safety | 100 |
| | Pollution | 83 |

The next set of charts show an average score for each street/area covered in section 1 of the consultation survey regarding the highway and traffic changes proposed. The scores are derived from the degrees of support/opposition indicated in the survey, but are given a numerical value instead so that they can be averaged. This is to help understand overall levels of support/opposition for certain streets and by different modes of travel (indicated by their primary mode to the City)

Chart A: The average score (for level of support/opposition) regarding the proposed highway and traffic changes of all responses for each street/area. Followed by without taxi and private hire drivers and passengers' responses included (as identified by the primary mode to the City).

*QVS = Queen Victoria Street



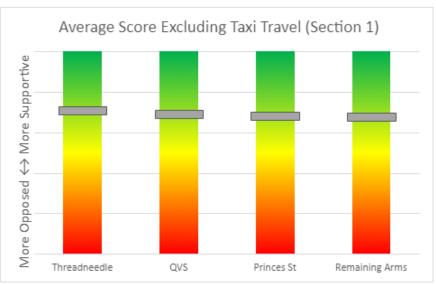


Chart B: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of <u>travel to</u> the City on Threadneedle Street.

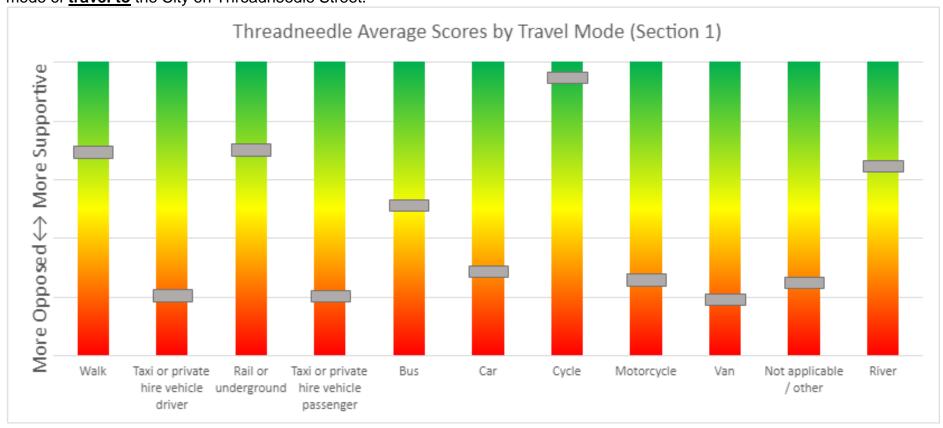


Chart C: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of <u>travel to</u> the City on Queen Victoria Street

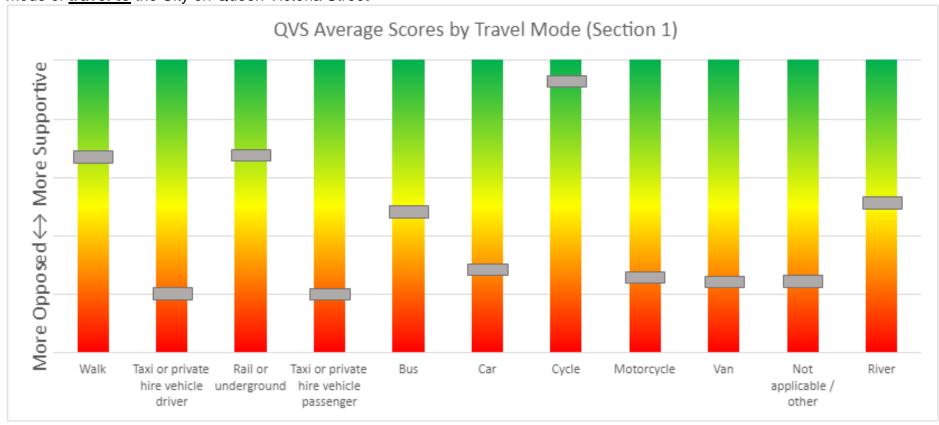


Chart D: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of <u>travel to</u> the City on Princes Street

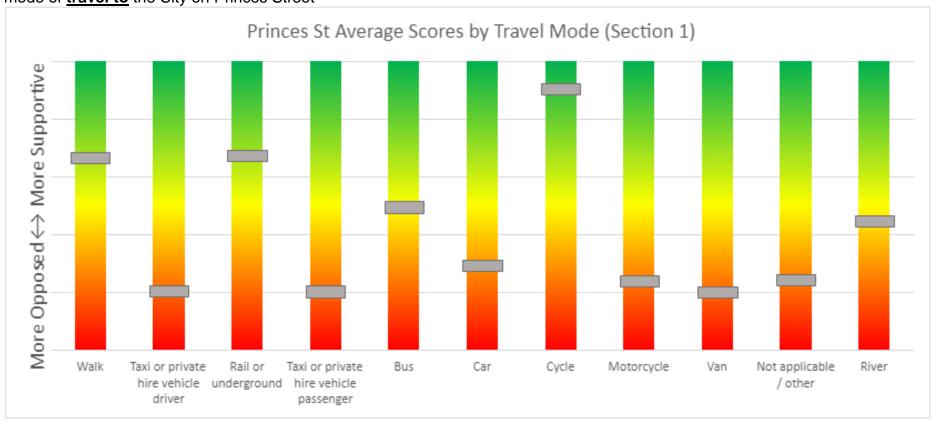
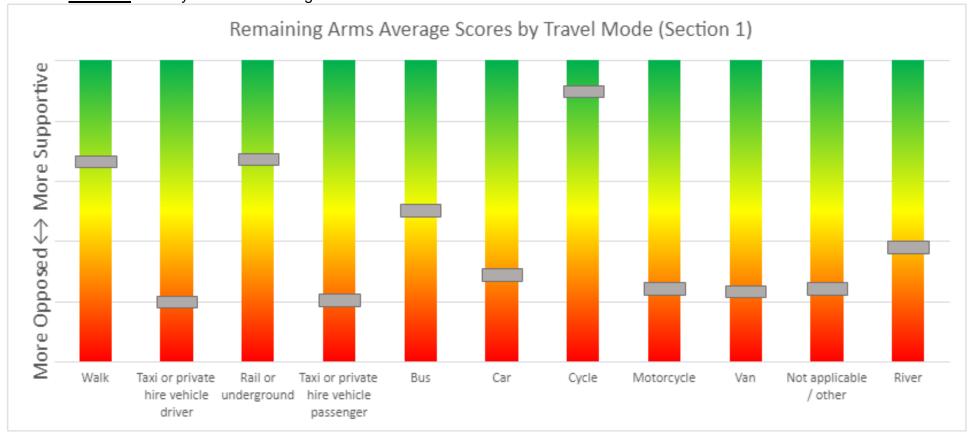


Chart E: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of **travel to** the City on the remaining arms



The following section shows the number of comments received which were grouped into the reported theme.

In the Committee report the comments classed as Negative, Neutral or Positive were not included in the top 5 themes and are highlighted in the table.

Table K: outline description of what each theme contains.

| Theme/category | Description of information within that theme. | | | | | |
|------------------------------------|-----------------------------------------------------------------------------------------------------------|--|--|--|--|--|
| Accessibility | Response mentions access without a specific mode of transport named | | | | | |
| Accessibility (bus) | Response mentions access to certain areas for buses | | | | | |
| Accessibility (delivery vehicle) | Response mentions access to certain areas for delivery vehicles | | | | | |
| Accessibility (disability) | Response mentions access to certain areas for those with an impairment | | | | | |
| Accessibility (electric vehicle) | Response mentions access to certain areas for electric vehicles | | | | | |
| Accessibility (emergency services) | Response mentions access to certain areas for emergency vehicles | | | | | |
| Accessibility (licensed taxi) | Response mentions access to certain areas for licensed taxis | | | | | |
| Accessibility (motorcycle) | Response mentions access to certain areas for motorised two-wheeled transport (scooters, motorbikes, etc) | | | | | |
| Bus routing | Response mentions a change to an existing bus route due to proposed changes | | | | | |

| Congestion | Response mentions traffic/ congestion of any transport mode | | | | | |
|-------------------|------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|
| Construction | Response mentions construction or building works | | | | | |
| Covid safety | Response mentions effects related Covid guidelines (social distancing etc) | | | | | |
| Cycle safety | Response mentions safety of cyclists, either due to their own actions or the actions of other transport modes | | | | | |
| Electric taxi | Response mentions electric taxis | | | | | |
| EV infrastructure | Response mentions electric vehicle infrastructure such as charging points, parking, etc. | | | | | |
| Journey times | Response mentions how proposed changes will affect length of travel time | | | | | |
| Local business | Response mentions the economy or effects on businesses in the area due to proposed changes | | | | | |
| Navigation | Response mentions changes in the ability to navigate through or around the City | | | | | |
| Negative | Response is generally negative with little to no context and/or unhelpful comments | | | | | |
| Neutral | Response is unable to be determined as positive or negative and/or is nonsensical little to no context | | | | | |
| Pedestrian safety | Response mentions safety of pedestrians, either due to their own actions or the actions of other transport modes | | | | | |
| Pollution | Response mentions the effects that proposed changes will have on pollution levels in or around the City | | | | | |

| Positive | Response is generally positive with little to no additional context | | | | | |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|
| Public realm | Response mentions how the proposed changes will affect the public realm | | | | | |
| Public realm design change | Response mentions additional changes to the public realm that the respondent would like to see added/removed | | | | | |
| Restriction timings | Response mentions traffic restriction timings | | | | | |
| Ride hailing | Response mentions ability to get a ride from a taxi or private hire vehicle | | | | | |
| Ridership | Response mentions current ridership or changes to ridership due to the proposed changes | | | | | |
| Safety | Response mentions general changes to safety due to the proposed changes not specifically related to pedestrians or cycles | | | | | |
| Separation of modes | Response mentions segregation of different modes of transport | | | | | |
| Supporting data | Response mentions data collection or other modelling/monitoring methods | | | | | |
| Sustainable materials | Response mentions sustainable materials | | | | | |
| Traffic flow design change | Response mentions additional changes to the traffic flow for any transport mode that the respondent would like to see added/removed | | | | | |
| Travel expense | Response mentions the cost of travel | | | | | |
| Vehicle reduction | Response mentions reduction in number of vehicles due to proposed changes | | | | | |

Table L: Comments received across section 1 of the survey, grouped by theme for each street (all Responses)

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown.

| | Threadneedle | Queen Victoria | | Remaining | Total Across |
|------------------------------------|--------------|----------------|----------------|-----------|--------------|
| Comments by Theme | Street | Street | Princes Street | Arms | Section 1 |
| Accessibility | 180 | 171 | 116 | 136 | 603 |
| Accessibility (bus) | 84 | 131 | 49 | 47 | 311 |
| Accessibility (delivery vehicle) | 30 | 19 | 11 | 21 | 81 |
| Accessibility (disability) | 430 | 434 | 332 | 359 | 1555 |
| Accessibility (electric vehicle) | 7 | 4 | 5 | 8 | 24 |
| Accessibility (emergency services) | 20 | 13 | 17 | 16 | 66 |
| Accessibility (licensed taxi) | 618 | 535 | 761 | 896 | 2810 |
| Accessibility (motorcycle) | 2 | 2 | 2 | 3 | 9 |
| Bus routing | 10 | 49 | 18 | 13 | 90 |
| Congestion | 311 | 257 | 216 | 143 | 927 |
| Construction | 10 | 0 | 7 | 2 | 19 |
| Covid safety | 0 | 0 | 6 | 1 | 7 |
| Cycle safety | 71 | 31 | 33 | 44 | 179 |
| Electric taxi | 6 | 10 | 12 | 28 | 56 |
| EV infrastructure | 3 | 9 | 3 | 4 | 19 |
| Journey times | 36 | 41 | 47 | 44 | 168 |
| Local business | 147 | 109 | 86 | 95 | 437 |
| Navigation | 227 | 183 | 137 | 109 | 656 |
| Negative | 182 | 193 | 183 | 121 | 679 |
| Neutral | 23 | 30 | 38 | 26 | 117 |
| No response | 1559 | 1861 | 1778 | 1754 | 6952 |
| Pedestrian safety | 62 | 38 | 37 | 24 | 161 |
| Pollution | 138 | 107 | 105 | 84 | 434 |
| Positive | 87 | 56 | 52 | 41 | 236 |

| | Threadneedle | Queen Victoria | | Remaining | Total Across |
|----------------------------|--------------|----------------|----------------|-----------|--------------|
| | Street | Street | Princes Street | Arms | Section 1 |
| Public realm | 201 | 170 | 171 | 103 | 645 |
| Public realm design change | 87 | 53 | 65 | 33 | 238 |
| Restriction timings | 26 | 37 | 50 | 250 | 363 |
| Ride hailing | 61 | 56 | 53 | 50 | 220 |
| Ridership | 0 | 0 | 0 | 1 | 1 |
| Safety | 148 | 84 | 98 | 100 | 430 |
| Separation of modes | 74 | 23 | 20 | 20 | 137 |
| Supporting data | 47 | 42 | 64 | 60 | 213 |
| Sustainable materials | 0 | 0 | 0 | 0 | 0 |
| Traffic flow design change | 75 | 46 | 74 | 71 | 266 |
| Travel expense | 16 | 12 | 28 | 26 | 82 |
| Vehicle reduction | 38 | 21 | 29 | 47 | 135 |

Table M: Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses.

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown (excluding taxi and private hire driver and passenger responses

| | Threadneedle Street | Queen Victoria Street | Princes Street | Remaining Arms | Total |
|------------------------------------|------------------------|--------------------------|----------------|-------------------|-------|
| Accessibility | 65 | 64 | 41 | 52 | 222 |
| Accessibility (bus) | 28 | 51 | 16 | 21 | 116 |
| Accessibility (delivery vehicle) | 10 | 10 | 8 | 13 | 41 |
| Accessibility (disability) | 65 | 71 | 48 | 60 | 244 |
| Accessibility (electric vehicle) | 3 | 2 | 3 | 5 | 13 |
| Accessibility (emergency services) | 8 | 2 | 4 | 8 | 22 |
| Accessibility (licensed taxi) | 112 | 92 | 119 | 167 | 490 |
| Accessibility (motorcycle) | 2 | 1 | 2 | 3 | 8 |
| Bus routing | 9 | 31 | 9 | 8 | 57 |
| Congestion | 99 | 81 | 84 | 55 | 319 |
| Construction | 2 | 0 | 3 | 1 | 6 |
| Covid safety | 0 | 0 | 4 | 0 | 4 |
| Cycle safety | 65 | 25 | 29 | 40 | 159 |
| Electric taxi | 1 | 1 | 1 | 4 | 7 |
| EV infrastructure | 2 | 7 | 1 | 2 | 12 |
| Journey times | 10 | 10 | 11 | 9 | 40 |
| Local business | 39 | 25 | 22 | 27 | 113 |
| Navigation | 58 | 51 | 38 | 28 | 175 |
| Negative | 56 | 51 | 63 | 39 | 209 |
| Neutral | 16 | 16 | 25 | 19 | 76 |
| No response | 1029 | 1228 | 1192 | 1157 | 4606 |
| Pedestrian safety | 53 | 28 | 34 | 24 | 139 |

| | Threadneedle Street | Queen Victoria Street | Princes Street | Remaining Arms | Total |
|----------------------------|------------------------|--------------------------|----------------|-------------------|-------|
| Pollution | 45 | 39 | 47 | 83 | 214 |
| Positive | 85 | 54 | 50 | 40 | 229 |
| Public realm | 155 | 80 | 104 | 104 | 443 |
| Public realm design change | 77 | 39 | 49 | 33 | 198 |
| Restriction timings | 7 | 11 | 19 | 244 | 281 |
| Ride hailing | 12 | 11 | 7 | 49 | 79 |
| Ridership | 0 | 0 | 0 | 1 | 1 |
| Safety | 122 | 59 | 80 | 100 | 361 |
| Separation of modes | 71 | 21 | 18 | 20 | 130 |
| Supporting data | 7 | 10 | 17 | 60 | 94 |
| Sustainable materials | 0 | 0 | 0 | 0 | 0 |
| Traffic flow design change | 60 | 29 | 60 | 71 | 220 |
| Travel expense | 2 | 1 | 2 | 26 | 31 |
| Vehicle reduction | 33 | 18 | 25 | 47 | 123 |